

livery services and rushed their auto trucks and horse-drawn wagons to aid the police department.

Police from outlying districts were called in, as well as traffic policemen to aid. As a result the normally jammed "Loop" district thoroughfares were well-nigh impassable. Street car motormen had no one to tell them when to cross busy corners. At some crossings impassable masses of wagons, automobiles, and street cars virtually locked those streets for many minutes at a time.

The excursion was the annual picnic given the Western Electric employees by the firm. Nineteen thousand were on the Eastland and five other boats, chartered by the company to take the men, women, and children to the grounds at Michigan City for the holiday play.

The excursion was canceled, and the other boats disgorged their passengers, some of whom had relatives or close friends on the boat that went under.

It was because of this scattering of the employees that it was almost impossible at first for frantic officials to get any list of those who were aboard the Eastland.

#### PANIC ON BOAT INDESCRIPTIBLE.

According to Ross H. Geeting, a commission salesman, who was a passenger, the panic as the boat went under was indescribable. Anna Goldnick, who saved herself by hanging to two chairs, corroborated Geeting's statement that women carrying babies were beaten down and trampled by men in the wild rush from under decks.

"The boat swung several times unsteadily," said Geeting, "before the final dip. It was at that last terrible lurch that everyone at once seemed to grasp what was happening."

"The men were more frantic than the women," said Anna Goldnick. Eleanor Doneske, her chum, Miss Goldnick said, was drowned before her eyes. "I personally saw men fighting and tearing the clothing, as well as life-belts and chairs, from women."

Little Jim Crawley, "candy boy" on the boat, was dragged senseless from the water. Although small, he held two women up until he lost consciousness. Both were drowned.

"I tried so hard to save 'em," were the first words Jim uttered when the pulmotor brought the color back to his cheeks and the life into his weakened little body.

The screaming and panic was frightful. Many women had almost all of their clothing torn off before they could get to the rail or a porthole to jump.

There were also terrible scenes enacted about stanchions and every stable upright on the upper deck as men and women fought to get hold. Even after the boat settled on her side there was struggling on the slippery upturned side plates.

There must have been at least fifteen or twenty of all sexes and ages who were literally pushed off to their deaths, who might have been saved had they heeded the calls from Captain Pedersen and other ship's officers to remain quiet.

Among the passengers who put the death list at a high figure was Theodore Soderstrom, who was pulled out unconscious. He declared he held his wife up for what seemed hours and then she was torn from his grasp by two women who struggled to hold themselves up on his shoulders. She was drowned.

#### NOT "AIR CHUTE," HE SAYS.

Soderstrom said he did not believe it was a broken "air chute," as the captain declared, that caused the big boat to tip over.

"The passengers were crowded on the outer rail from ten to thirty deep in places. I noticed the boat beginning to career slightly, but at first it gave me no uneasiness. Then, just before we pulled out several hundred passengers who had been waving to persons on the dock came over to the outer rail. Almost instantly the boat lurched drunkenly, righted itself and then pitched once more.

"By this time passengers knew there was something wrong. It all happened so quickly. For a third time the boat lurched, this time slowly and there were screams as everyone tried at once to get to the side next the dock.

"Many were beaten down to the deck unconscious in this mad rush. Probably a dozen persons—it may have been more—jumped into the water. Several were women. They were crushed under by the side of the boat before they had a chance to swim away, for after the boat got part way over it seemed to drop on its side like a stone.

#### THREE DREDGES PUT TO WORK.

Three huge dredges were put to work on the Eastland. The effort to stand the Eastland on end. To prevent possibilities of bodies being swept down the river, orders were issued at the great pumping stations, which force the water from the lake to the drainage canal, to reverse the process sufficiently to make the water stagnant.

Two city divers went to work shortly after this. Four more were to be put to work this afternoon. The commission stores and business houses in the neighborhood of the Clark slaughter, which force the water from the lake to the drainage canal, to reverse the process sufficiently to make the water stagnant.

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cause of life-ratfts and other equipment required by the seamen's law. Schantz said: "I don't believe she would have turned turtle if she had been properly trimmed. When the bill was before Congress we urged that some such accident might occur, but they laughed at us."

Mr. Schantz's statement that life-saving apparatus made the Eastland so top-heavy it sank was hoisted at American Federation of Labor headquarters. Labor headquarters considers it preposterous to suppose that a little life-saving apparatus was carried before boats would suddenly carry enough to sink them.

Engineers here declared today that as originally designed and built, the boat was unusually safe, but they declared changes had been made later at the request of the owners, and more upper works had added to increase her passenger accommodations.

She displaced 1,901 tons and was 306 feet in length and had a 38-foot beam. She was a three-deck vessel.

The Eastland until two years ago was owned by the Eastland Navigation Company here, and made trips between Cleveland, Philadelpha, and Chicago.

Condemnation proceedings were threatened here at one time after a panic was caused on board when the East Land listed badly and nearly overturned just before she docked. On another occasion the steamer, with hundreds of moonlight riders aboard, crashed into the breakwater here.

She was owned by the St. Joe line. She was inspected last week by the United States Steamboat Inspection Bureau.

A rigid investigation of the Eastland disaster "to fix the blame where it belongs as soon as possible" was ordered by Assistant Secretary of Commerce Sweet soon after the first details of the tragedy reached officials of the department.

"Our information of the disaster to this time is meager," said the Assistant Secretary this afternoon.

"We are not yet apprised whether the tragedy was caused by a shifting of the cargo, an insufficiency in the number of the crew, faultiness in the life-saving apparatus of the vessel or just what caused the capsizing and subsequent loss of life."

Charles W. Westcott, supervising inspector of steamboats of the Detroit district, which embraces the Chicago territory, has been ordered to the scene of the accident.

Inspector General George Usher of the Steamboat Inspection Service has already ordered two inspectors, Ira Mansfield and William Nicholas, to proceed to Chicago soon after the first details of the tragedy reached officials of the department.

"No stone will be left unturned to fix the blame for this appalling tragedy," said Assistant Secretary Sweet, "and to punish those responsible."

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#### Historic Disasters On the Great Lakes

1868—Steamer Sea Bird burned in Lake Michigan; 100 lives lost.  
1860—Lady Elgin sunk in Lake Michigan; 287 lives lost.  
1857—Steamer Montreal burned in St. Lawrence river; 250 lost.  
1852—Atlantic sunk in Lake Erie; 250 lost.  
1850—Griffith burned in Lake Erie; 300 lost.  
1847—Phoenix burned on Lake Michigan; 247 lost.  
1841—Erie burned on Lake Erie; 175 lost.

#### Army and Navy

##### ARMY.

Major ELISHA S. BENTON, retired, is relieved from duty at Columbia Military Academy, Tenn., to proceed to his home.

Captain JOHN A. LOCKWOOD, retired, from duty at Fort Union Military Academy, Fort Union, Va., and is detailed as professor at Tennessee Military Institute, Sweetwater, Tenn.

Second Lieutenant JAMES A. MERRITT, Cavalry, is relieved from duty at Tennessee Military Institute, Sweetwater, Tenn., and is detailed as professor at the Columbia Military Academy, Columbia, Tenn.

Captain EDWARD N. MACON, retired, at his own request is relieved from duty at North Dakota Agricultural College.

Upon the return to Fort Rosecrans, Cal., of Captain FRED W. PALMER, Medical Corps, from leave, First Lieutenant HARRISON W. STUCKLEY, Medical Reserve Corps, will proceed to Presidio of San Francisco.

First Lieutenant CARSTEN M. DOWELL, Cavalry, is relieved from duty in Judge Advocate General's Department, and will proceed to Washington.

Captain RALPH S. GRANGER, Second Field Artillery, is detailed for service and to fill a vacancy in the Quartermaster Corps.

##### NAVY.

Commander T. T. CRAVEN, detached Texas, to Naval War College.

Lieutenant Junior Grade, F. HARRIS, detached works, Fore River Shipbuilding Company, Quincy, Mass., to Delaware.

Lieutenant Junior Grade, W. E. LA-FRENZ, detached navy recruiting station, Des Moines, Iowa, to temporary duty at St. Louis.

Ensign W. C. BIRGY, detached North Dakota, to Minnesota.

Medical Inspector L. L. VON WEDE, detached navy recruiting station, Chicago, Ill., to fleet surgeon, Asiatic fleet.

##### MOVEMENTS OF VESSELS.

Sailed—Rainbridge, from Manila for Makassar, P. I.; Standish, from Boston for Norfolk and Dupont, from Norfolk for Fall River.

Arrived—Dale, Barry, Chaucery, and Pompey, at Zambouanga, P. I.; Whipple, at Bremerton, Cleveland, at Matanzas, Cienfuegos, Modoual, Balch, Benham, and Downes, at Newport; Vixen, at Port-au-Prince, Haiti; and Baltimore, at Texas, at Newport, Wyoming; Newport, at Alexandria; Des Moines, at Rhodes; Reid, at Charleston, Birmingham, at Newport; New Hampshire, at Gloucester; Hannibal, at New York.

#### Refuse to Ask Place for Woman on Navy Board

The National Woman's Suffrage Association definitely turned down the proposition to ask that a woman be appointed to the civilian advisory board of the navy, now being organized, when the following telegram was received today from Dr. Anna Oliver Shaw, president of the organization:

"If Secretary Daniels will appoint a peace board in the navy, the national association would be glad to see a woman placed upon it. But it would not recommend any particular person."

#### Berlin Denies French Charges of Outrages

BERLIN (via wireless to Sayville), July 21.—Official denial was made here today of charges made by a French board of inquiry that Major von Asten, commanding the second battalion of the 16th Hessian infantry regiment, ordered the bombardment and devastation of the French health resort of Sermaleise and approved outrages committed by his men.

For these alleged acts the French called von Asten "the butcher of Sermaleise."

#### PRESIDENT FIRM FOR WAR PREPAREDNESS

Secretaries of War and Navy Asked to Submit Full Reports to Mr. Wilson.

(Continued from First Page.)

accessible to the public, important information had been obtained which might have far-reaching effect upon the next naval program.

"He said President Wilson had evidenced his deep interest in a strong and adequate navy and upon his return from Cornish, the Secretary expected to present to him a tentative outline of the recommendation of some of the ablest and most expert naval officers."

"Secretary Daniels said he had been in communication this week with Admiral Benson, chief of operations; with Admiral Dewey, chairman of the general board; Admiral Badger, chairman of the executive committee of the general board; and those and other officers were engaged upon the consideration of the types of ships and other implements of naval warfare."

"Secretary Daniels said that the last Congress had voted more money for new construction than any previous Congress in the history of the country and from his conference with a number of the leaders of the next Congress, he felt sure that they would co-operate in a plan for reorganization of the military system to put up to Congress."

It is believed Congress will be urged to approve, for emergency use, aircraft, new ordnance and swift cruisers, in addition to superdreadnaughts and other craft.

For several months, Secretary of War Garrison and leading army officers have been studying the question of what sort of a plan for reorganization of the military system to put up to Congress.

Secretary Garrison is out of the city today in the absence of Acting Secretary of War Breckenridge, refused to make any statement today.

It is understood it will provide for a trained personnel of not far from a half million of men in the regular army and a reserve force of 1,000,000 men.

The most obvious defects of both navy and army are lack of material and inadequate training of officers. Unless these defects are met, in the opinion of the military experts, the probability of national defense will be of little use for immediate practical purposes.

Especially in this sentiment strong in New England, where, except in Boston, the machinists have been unorganized and have been working nine and ten hour days, with unsatisfactory provisions for overtime work, and with pay far below the scales in other sections.

The hastening of the heads of the machinists' organization, the President Gompers and Secretary Morrison to Bridgeport is pointed out as evidence that they are keenly alive to the situation, and communications from various quarters press a demand that working men here believe will have to be acceded to.

Along with this movement on the part of the machinists it developed today that the International Association of Bridge and Structural Iron Workers, whose organization plans were demonstrated by the McNamara dynamite explosion disclosures a few years ago, will make full legitimate advantage of the opportunities offered by the general metal trades' move for an eight-hour day and better working conditions.

Though this campaign is being engineered from the headquarters in Indianapolis, it became known to members of the union here today. It was said that they are keenly alive to the situation and will affect 350,000 metal workers in the American Federation of Labor already is said to have sanctioned it.

#### Realty Transfers

Holmes Manor—William J. Brower et al. to London Haxox, lot 12, block 42, \$10 stamps 40.

Plains and Lenora's Outlet—George T. Smallwood to Della G. Smallwood, part of lot 42 and 43, square 62, \$40 stamps 40.

Eighteenth street, between C and D streets—Harry A. Kite et al. to Jessie P. Kite, lot 44, square 104, \$10 stamps 40.

North Columbia Heights—Charles W. Wright et al. to Jacob S. Gruver, lots 25 and 26, block 110, square 120, \$10 stamps 40.

T street northwest, between Seventeenth and Eighteenth streets—Harry W. Wardman and Thomas Bones to Clara M. Curran, lot 32, square 131, \$10 stamps 40.

Thirteenth and M streets—Clara M. Curran to Harry Wardman and Thomas Bones, lot 6, block 8, \$10 stamps 40.

44th K street northwest—Francis T. Huxley et al. to Edward S. Quinn, one-eighth interest in lot 44 and 45, square 62, \$40 stamps 40.

Edwards, Taylor Farm—J. Harry Bean et al. to Columbus Co-operative Corporation, part of lot 46, square 110, \$10 stamps 40.

Connecticut Avenue Highlands—George J. Easton et al. to J. Harry Bean, part of lot 47, square 110, \$10 stamps 40.

Discovery, Taylor Farm—J. Harry Bean et al. to Columbus Co-operative Corporation, part of lot 48, square 110, \$10 stamps 40.

Discovery, Taylor Farm—J. Harry Bean et al. to Columbus Co-operative Corporation, part of lot 49, square 110, \$10 stamps 40.

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Discovery, Taylor Farm—J. Harry Bean et al. to Columbus Co-operative Corporation, part of lot 67, square 110, \$10 stamps 40.

#### Alpheus L. Embrey Still Is Missing

Police Renew Search For Grocery Store Clerk Who Disappeared Last Monday.

Search for Alpheus L. Embrey, who disappeared from his home on Fourteenth and a-half street, last Monday, is being renewed today.

Efforts are being made to find some acquaintance who saw him after he left the grocery store where he was employed early Monday evening.

The theory that he might have been robbed is strengthened by the fact that he had between \$50 and \$60 with him.

Embrey is twenty-six years old, five feet eight inches tall, weighs 150 pounds, and has dark hair and brown eyes. He has a blood blister near his mouth, and his upper teeth are false. His wife and three children have heard no word of him since he disappeared.

Embrey is twenty-six years old, five feet eight inches tall, weighs 150 pounds, and has dark hair and brown eyes. He has a blood blister near his mouth, and his upper teeth are false. His wife and three children have heard no word of him since he disappeared.

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